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A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS AND
KOWLOON DISPENSARY.

Hongkong, 6th January, 1909. [29]

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The Daily Press.

HONGKONG, JANUARY 26TH, 1909.

THAT the present Chinese administration is thoroughly in earnest in its desire to bring the financial arrangements of the Empire into order is clearly evident: the task is, however, a gigantic one, and will need all the energies of the Government to be devoted to it for many years to come. Peking is undoubtedly quite correct in stating that the greater part of the present financial difficulties of the Empire proceed from the mal-administration of the provinces, yet, in view of the equally unchallengeable fact that these provincial shortcomings are to be traced directly to the irregular and ever-increasing exactions of the Imperial Household at Peking, it would lead to an entirely false impression were we to affirm that the provinces were mainly, or even largely, to blame for present condition. Of late years expenses have been growing, partly due to natural and proper reasons such as a general reduction in the purchasing power of the silver currency, and largely to the necessity for increasing the efficiency of the Government by appointing officials as for instance ministers abroad, as heads of new departments, &c. But, unfortunately, besides these the late Regency permitted the Palace expenses to increase beyond all bounds, and certain of the private officials were permitted to levy contributions on

their own account above and beyond those authorised by the various legitimate spending departments. It has been these last that have thrown the finances of the Empire into confusion, and have led to the gross irregularities complained of on the part of the high provincial officials. Very properly the new Regency expresses its displeasure at the evil use made of the directions to issue a new coinage, and points out that contrary to the expressed intention of the Throne the issue has been turned into a source of private profit by the high provincial officers. When we come to look deeper we find that though blameworthy the crime of the provinces was led up to, and rendered practically unavoidable through the still greater crime of the late Regency. Practically that Regency found that all offices were made matters of purchase, and that each post had its assessed value. The system was bad, and led to a false understanding of the relations between Government and People, but it had continued for so long that its worst effects were in a manner tempered by custom. The reorganisation of the State after the great Taiping Rebellion, and the Foreign Wars made an increase in the contributions necessary, and had this been done in a proper, straightforward and statesmanlike manner, they could have been met without debauching the administration. Unfortunately they were exacted in a secret, and almost surreptitious manner, by private gifts from the officials, which the latter were compelled to meet at the risk of being accused of extortion or malversation. This was not the worst: still more demoralising was the system of "vails" that now came to be carried to an excess never before dreamt of. The eunuchs about the Court have ever had an evil reputation, but during the late Regency it came to be an understood thing that certain of the eunuchs had been made responsible for the expenses of the Palace, and that over and above the contributions for the upkeep of the Government, regular or irregular, no provincial official could hope to remain in undisturbed occupation of his office, unless he contributed handsomely to the always irregular Palace expenses. The last of these enforced levies has been the most shameless, and at the same time the most far-reaching in its evil effects on the Government of the Empire. On the capture of Peking by the combined foreign forces, rendered necessary by the insane "Boxer" movement, patronised by the reactionary element in the Government itself, certain stipulations were agreed to as to the future administration of China; one of these concerned the currency, which the Government of the day promised to put on a proper basis. It was not pretended that there was any hardship about this; on the contrary it had been often spoken about in Peking, and only prevented being attempted by the extreme reactionaries. As it could not be delayed, the ingenuity of those who desired to wreck it was exercised, and proved equal to the occasion. A new currency was to be issued on lines set forth by Peking, but was to be issued by the provincials; these were told that the issue would be abundantly profitable, and were made to pay up accordingly for the right of coining. The new coinage was much needed, the old having been nearly exhausted, so the people took him to it. "Now was the time," Peking said; "you're making more money out of this than we intended: you must share the plunder." Meanwhile there were ominous signs of over-issue, and values began to drop: but as Peking had to be paid, the issue went on. Japan and America were exploited for copper: ships came loaded with it, and at home on river and coast its carriage brought in a little harvest to the owners of the steamers: but the thing could not last, the farmers were nearly ruined by the depreciation in the currency; and at last the Provincials, finding the country could absorb no more, at any price, had to close the mint. What happened with copper on a huge scale also in smaller proportions occurred with silver. The Provincials were encouraged to mint, but had, whether they liked it or not, to see Peking. As they found they could not pay the calls with honest money, they commenced to debase. With dollars which had to face the local issues of taels this could not be carried on to any extent, but with subsidiary coins there seemed an inexhaustible fountain of wealth: larger and larger issues were made; and as the exchange value fell, so in proportion did the alloy, till in the former case the coins became literally a drug on the market, and would not be accepted at any price. Here as before, Peking, though ready enough to vilify the Provincials, was itself all along the really guilty perpetrator. Nominally there was a standard alloy, but Peking well knew that honest coin could not afford to meet the Palace demands. So it was presumed that there was to be some check on the amount of the issue, but Peking, ignorant and careless of

the first principles of finance, demanded vails on the same scale, whatever was the local demand, and, as before, the game ran on merrily till the over-burdened machine came to a dead stop.

But the Legations?—What were they doing? Probably the Legations were nearly as much to blame for what happened as the Chinese Government itself. It is not pretended that they had any corrupt interest in the debasement of the currency, but they had, what in the event turned out as dangerous, an intense and insuperable ignorance of the whole question; deceived by false information, which their ignorance did not permit them to gainsay, they looked upon these measures as a fulfilment of the pledges of China to reform the currency. Doubtless to a large extent the same might be urged on behalf of the Chinese Government, whether in the Capital or the provinces.

But is ignorance in such a case any excuse?

We hardly think it is, seeing that information was readily available in both cases. China is beginning to learn from hard experience, what she might have readily learnt from others, had she chosen to apply herself to the task. But the practical lesson has not yet gone deep enough, and there is the same desire to have recourse to the empiric. One of the quack medicines held up to the view of the new statesman is that if he apply to the new scheme the name of Banking all will be fair. He has only to substitute bank notes for copper coins or subsidiary currency, and all will go right.

The new complaint is that foreign banks and foreigners generally fight shy of Chinese bank notes. Is not a Chinese note as well printed as a foreign, and does it not make the same promise of paying to bearer on demand? The promise is the same, it for-

gets, whether written on paper or struck on the face of a copper coin. Certain of these coins were issued bearing the inscription, "equivalent to ten cash," and had certain

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possibility of gambling, for which foreign exchanges might offer a likely field, and should be as rigorous in its requirement for "cover" as the rest of the foreign banks. In this as in other things the new Regency, starting as it does with the best auspices, and disengaged by the bad traditions of the past, has a clear field before it. The late Emperor, despite his feeble health and his misfortunes, was always popular with the nation at large, who felt that he had always

the best interests of his people at heart, so that his brother, who has shown a similar disposition, starts with this prestige in his favour and will find his progress towards reform vastly smoothed. After all the Chinese, who, when roused, are very consistent, are by no means disposed to attempt the impossible; and will be found ready to support all conservative reforms, not aimed at subversion.

The English Mail of the 26th December 1902 was delivered in London on the 23rd inst.

His Excellency Tang Shao-yi, the Special Chinese Ambassador to America, will visit England about the end of this month before returning to China.

Manila papers report the death of Captain Mead, at one time city engineer. He died at the Army and Navy Club from acute gastritis. The widow and family are in Europe.

At the Marino Magistrate's Court yesterday the Hon. Commander Basil R. H. Taylor, R.N., fined two native boatmen \$10 each for causing an obstruction to Observation Place steps.

The Hankow Mail says: "We hear from reliable sources that Mr. Robert Hemmings, Architect and Civil Engineer at Hongkong, intends to commence business here from the 1st Feb. 1909."

Miss Gilchrist, the wealthy lady who was mysteriously murdered in a Glasgow flat, has by her will bequeathed £5,000 to Mr. James Johnston, Shanghai.

News reached St. Petersburg last month that the Japanese have occupied an hitherto unknown island off the coast of Kamtschatka. The island is stated to be particularly rich in coal, and to have valuable seal fisheries.

It is satisfactory to note that during the week ended 23rd January no cases of plague have occurred. Other communicable diseases recorded during the same period are one case of smallpox, one of diphtheria and two of enteric fever.

The Warrior cruiser, Capt. A. W. Waymouth, is ordered to be re-commissioned at Walthamstow with a new crew for further service in the Home Fleet on her present crew leaving to take passage in the Andromeda, cruiser, to Hongkong, to re-commission the Bedford, cruiser, for further service on the China Station.

The Superintress of the Italian Convent desires to publicly convey her most sincere thanks to Mr. Ramos, of the Victoria Cinematograph, for a performance kindly given on the 22nd inst. on behalf of the Home for the Poor, and to the public who attended. The Convent received a sum of \$71 as the result of the performance.

Last night the first change of programme at Hartington's Circus took place and as usual all the items delighted a very large house. The principal attractions of course remain the same, but no audience would tire of witnessing those sensational turns. A more extended notice will appear in our next issue.

Bangkok newspapers report the death of Mr. C. J. Naylor, the leader of the local Bar, at the early age of 44. Mr. Naylor had been practising at Bangkok for nearly 15 years, and His Honour Judge Skinner Turner, in a public reference in the British Court for Siam, described Mr. Naylor's death as a great loss to the administration of justice in Siam.

The Times New York correspondent says H. E. Tang Shao-Yi, the special Ambassador of the Chinese Government to America, appears to have aimed at obtaining what would have practically been an alliance between China and the United States. An alliance in form he knew was impossible. But an alliance in effect I believe, he hoped to obtain by diplomatic means; and I understand from an authentic source that there is no disposition on the part of the American Government to accede to such wishes." The ostensible mission of Tang Shao-Yi was to convey to the American Government the same thing with regard to funds nearer home, but he never kept the promise, principally, it is believed because the Imperial Bank was too strict for the loose financial methods which have grown up about Imperial as well as Provincial finance. In case of the Imperial Bank opening such branches, to obtain standing amongst the other foreign banks it would be essential that it should, as it has done hitherto, submit to equally stringent regulations. The very chiefest of these would have to be that its exchange operations should exclude the

possibility of gambling, for which foreign exchanges might offer a likely field, and should be as rigorous in its requirement for "cover" as the rest of the foreign banks.

The return of visitors to the City Hall Library and Museum for the week ending the 24th January, 1909 (excluding Chinese New Year's day) shows that of non-Chinese there were 176 to the Library and 105 to the Museum and of Chinese 76 to the former and 1,628 to the latter. The Library was, therefore, used by 252 persons and the Museum by 1,733.

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LOCAL SPORT.

FOOTBALL.

HONGKONG FOOTBALL CHALLENGE SHIELD.
The second match in the first round will be played on Thursday afternoon at the Happy Valley between Buffs "A" and Buffs "B." Teams: "A"—Fitzpatrick; Rule; Bartlett; Dore, Wren, and Tamsett; Kelly and Brewster; Taylor; Drew and Barker. "B"—Consev, Ireland and Darcy; Cooper, Taylor and O'Brien; Kelly and Staff; Bunn; Rutter and Vincor. Kick off at 4 p.m. Referee, Gunner Marsh. As both elevens know how to play, an interesting game should result.

As the first round has to be completed by Saturday, other ties will likely be played during the week. The matches to be played are—

H.M.S. Monmouth v. H.M.S. Kent
Mosley v. H.M.S. Bedford
H.K.F.C. v. R.E.
The R.G.A., Y.M.C.A., and H.M.S. King
Alfred received by.

LEAGUE CRICKET.

Saturday's fixtures are—
H.K. "A" v. Kowloon.
H.K. "B" v. R.G.A.
Cruikshank v. Telegraphs.
Civil Service v. Police.

FUNERAL OF LANCE-SERGEANT MILLS.

The remains of Lance-Sergeant H. A. Mills, the unfortunate young police officer whose tragic end was recorded in our last issue, were interred in the Happy Valley Cemetery yesterday afternoon. The funeral was one of the largest known in the Colony for a police officer, and the large and cosmopolitan crowd of mourners who composed the cortège was a testimony to the popularity of the promising young officer whose sad end provoked general sympathy. Shortly after five o'clock the funeral passed the monument at Happy Valley, the hearse, which was laden with wreaths, being followed by a large body of police in full uniform. Following them was nearly a company of the Royal Garrison Artillery, of which deceased had formerly been a unit. Next came a squad of Indian Police, then a body of hukongs. These were followed by a number of British Officers, who were succeeded by many Chinese firemen. A body of native merchants from Yammati and other parts of the Colony next, and the rear of the mournful procession was brought up by civilian friends of the deceased.

The large concourse of mourners included the Hon. Mr. F. J. Badley, Captain-Superintendent of Police, Mr. G. N. Orme, Assistant Superintendent, Mr. King, Deputy Superintendent, Lieut. C. W. Beckwith, R.N., Assistant Harbour Master, Mr. J. R. Wood, Second Police Magistrate, Superintendent Lane of the Fire Brigade, Chief-Detective Inspector Hanson, Chief Inspector Baker and numerous Police Inspectors.

The pall bearers were Lance-Sergeants Edwards, Foley, Fox, Burden, Watt and Breman.

High-up, on the hillside the remains of Sergeant Mills were laid in their last resting place, the impressive funeral ceremony being conducted by the Rev. F. T. Johnson.

Among the numerous mourners who supplied wreaths were His Honour Mr. H. J. Gompertz, Captain F. J. Badley, Deputy-Superintendent King, the Detective Staffs and Police from all stations in the Colony, Indian Jemadars and Sergeants-Major, Indian Sergeants and Constables, the sisters of the Government Civil Hospital, the staff-sergeants and sergeants of the 88th Co. R.G.A., the junior non-commissioned officers of the same company and the Chinese police, excise officers and women.

The Tramway Company provided special trams for the police mourners to return to the city.

MOTHER OF THE NAVY."

THE KING'S LETTER TO MISS WESTON.

Miss Weston, "the mother of the Navy," as she has been affectionately called by the seamen of that great service, has received a gracious letter from His Majesty the King, expressing his warm sympathy with her work.

Through her untiring energy and devotion, at Portsmouth, I Dorport two palatial "rests" have been built for the men of the Royal Navy, where they can obtain bedrooms and all the comforts of a club when on shore. The "rests," in fact, do for the sailor at the naval ports what the Union Jack Club accomplishes for him and his comrade the soldier in London. Many foreign Governments have sent commissions to examine these institutions, with the object of reproducing them abroad.

The text of the King's letter is as follows:

Dear Madam.—I write by command of the King to send you his Majesty's best thanks for your letter and for the report and copy of your book which accompanied it.

The King further commands me to say that nobody is better aware of... more thoroughly appreciates, the great work you have done for the British sailors, and for their wives and children also, than his Majesty is, and he thanks you sincerely for the same.

I am, by the King's command, sending you a signed photograph of his Majesty, which he wishes you to accept as a small token of his gratitude to you for your noble services. I am to add at the same time his Majesty's fervent hope that you may yet be long spared to your country to carry out the great work to which you have given so many years of your life.

I remain, dear madam,

Yours faithfully,
D. M. PROBYN, General
Keeper of His Majesty's Privy Purse.

Sandringham, December 23rd, 1908.

FRENCH MUNICIPAL COUNCIL AT SHANGHAI.

As the result of the voting last week, the following new councillors were elected:

French:—
M. Paturel.....133 votes.
M. Martind...104 ..
M. Jourdan.....86 ..

Non-French:—
Mr. L. Camera...133 ..
N. Dyer.....132 ..

The remaining three Councillors are Messrs. Dowdall, Eckardt and Madier, who retain their seats from the outgoing Council.

THE ITALIAN HOLOCAUST.

The reports which come by mail give details of the catastrophe which has overtaken the fair lands of Calabria, Sicily and adjacent islands, cities having practically disappeared under the dreadful havoc wrought by the threefold destructive agencies of the earthquake, the tidal wave and the subsequent conflagration. [Messina was almost totally destroyed by the earthquake and the following upheaval of the sea.] The worst damage was done by a vast wave, which left the whole front of the town facing the sea in ruins. Fires broke out in many parts of the city and added to the difficulty of saving the innumerable persons who were buried alive.

THE ORIGIN OF DOMINOES.
The origin of dominoes has been attributed variously to the Greeks, the Chinese, and Jews, but a Paris contemporary has discovered that the evergreen game owes its invention to the Benedictines of Mont Cassin. Two of the order were sent into lengthy retreat and they hit upon a method of whiling away the spare time without infringing the rules of silence by playing with square stones upon which various dots were marked. While perfecting themselves they perfected, or rather evolved, the game, and were accustomed to frequently repeat when playing the evening psalms from Vespers, especially the first, that is Psalm CIX., which begins "Dixit Dominus Dominus meo." When the retreat was over the game was soon known in the convent, then its fame spread to the village and beyond. The verse was reduced to one word, "Domino," hence the name we have received it.

A STRANGE FARM.

One of the strangest farms in the world is situated in Southern California, 265 feet below the level of the sea. The place is known as Salton. It is a salt farm of about 1,000 acres. Here says the *Philadelphia Record*, the salt lies as deposited by nature, from 6 inches to 16 inches in depth. The salt farmers are busy harvesting this crop the year round; and though the harvest has continued for over twenty years, during which time more than 40,000 tons of salt have been harvested only 10 of the 1,000 acres of the farm have been worked. The salt is first ploughed up into furrows; it is then thrown into conical piles by men with barrows, after which it is taken to the reduction works near by, and put into marketable condition. The work is done by Mexicans and Chinese, the intense heat being more than Americans can endure.

Roggio suffered no less severely, and the greater part of the city is in ruins. The Castle of the Lyceum, and the magnificent Cathedral are completely wrecked, barracks also fall in. Thousands perished in the ruins, while the city being isolated left the survivors in an awful plight. They were without food or shelter and they had naked to the country. The barracks at Mezzacapo fell and only 200 of the 800 soldiers were saved. The whole area of the ground below Roggio seemed to have turned over, and a great part of the city was in ruins, covered by the sea. In many places deep chasms appeared in the streets. Of all the villages looking towards Roggio on the coast, not one has been left standing. Of the inhabitants of Roggio, only a few soldiers and citizens seem to have survived.

The greater part of the villages on each side of the Straits of Messina were destroyed, and vessels in the vicinity were considerably damaged. The actual time of the earthquake seems to have been 5.20 on Monday morning, 28th December. The first intimation, according to reports from Catanzaro and by fugitives from other places was a prolonged, thunderous noise followed by a vivid flash of lightning and at the same time by a series of violent shocks which seemed indeterminable. Heavy torrential rain then fell for several days. The second shock was at 9.30 in the evening of the same day, but it was less violent in character.

A SURVIVOR'S ACCOUNT.

"MARK TWAIN" AS A CO.
"Mark Twain" (Mr. S. L. Clemens) has incorporated himself at Albany under the name of "The Mark Twain" company, president "Mark Twain" capital £200. The company takes over all the rights to the name "Mark Twain." The object of Mr. Clemens is to ensure the safety of his family.

GRADUATING IN KUITS.

At the graduation ceremony at Glasgow University a student was capped in full Highland costume probably for the first time in the history of the University. The "Glasgow Herald," which made this statement, ought to know but the University obtained its bursary 37 years after St. Andrews, and the kit was only forbidden after 1745, the Act being repealed later. Be this as it may, our contemporary's unlaureated laureate thus sings the unusual event of last Friday:

A man must be handsomely built
To look really well in a kilt.

And some name like Macomoran goes seat
With a sporan—

Yet there's nothing much wrong with the lilt,
Or Murdo Mackenzie Macle.

Who showed Gilmorehill yesterday
Thit the kilt's most sublime at the moment
Of time.

When a new M. B. C. M.'s int'l.

LONDON'S STANDSTILL.

Evidence is constantly accruing, says a London paper, that the great Metropolis is in the "giant wen," as some prefer to call it, is ceasing to grow at anything like the same rate as formerly. For some time past the building trade has been dying out, but this though evidence of the great fact is too indefinite to be satisfactory to the statistical mind. Now, however, comes the definite pronouncement of the Water Board that the building going on, judged by the amount of water supplied, for that purpose, has been throughout this year, and not in this month only, only two-thirds of the average, while the number of empty houses is half as much again as it used to be. This is partly owing to the fact that "Londoners" live further afield, outside the Water Board area, partly to the constantly declining birth-rate, which every year beats the record, and in no small measure to the heavy rates levied in order, amongst other things, to provide public works. Owing to these rates, manufacturers at West Ham are moving further afield. Owing to these rates, ship-builders are moving from Poplar to the Clyde, where they pay less than half on this account. The migration of firms is also caused in part by the strange lethargy and indifference to its own interests that seems to float in the air of London. On the banks of the Clyde railway facilities are volunteered, on the bank of the Thames they are refused. The canny Scots too, make no charge to ship-builders for piles and building blocks. Similar differences of treatment might be repeated ad nauseam. London has grown too unwieldy to have concern for the well-being of all its corners.

INTERNATIONAL ASSISTANCE.

Italian, British and Russian sailors laboured heroically to rescue the inhabitants from the living tombs or from the attacks of the enveloping flames. Troops were speedily dispatched to Calabria, which also suffered dreadfully, numbers of towns being destroyed, and assistance poured in from all sources, by land and sea.

The British warships lying at Syracuse, immediately on receipt of the news, sailed for Messina, after embarking many doctors from Messina, who volunteered their services. A Russian squadron also sailed from Augusta, and every available ship in the Italian navy was sent to carry assistance.

LORD CHARLES BERESFORD'S FUTURE.

If the vacancy amongst Admirals of the Fleet will occur as a consequence of the retirement of Lord Walter Kerr next September, he will be filled, says the *Pall Mall Gazette*, it will give Lord Charles Beresford a better chance reaching the highest rank in the Navy. But Lord Walter Kerr was specially promoted, and the gap caused by his retirement may not be filled. In the April of 1910, Admiral of the Fleet Sir E. H. Seymour must retire under the age clause, and this will give Admiral Sir A. D. Fanshawe a step upward. Assuming matters to run a normal course, Lord Charles Beresford will have the hard luck of just missing the much-coveted promotion to Admiral of the Fleet.

In that case, both he and Sir John Fisher will leave the service within a few weeks of each other. Sir John Fisher reaches the retiring age on January 25, 1911, and Lord Charles Beresford reaches it on February 10 of the same year. However, should Lord Charles be specially promoted—and there is precedent for this—he will be able to remain on the active list until 1916. It will be rather curious if the two "schools" into which the officers of the British Navy are divided thus left headless at the same time. During 1909 five admirals will have to retire. Probably several others will do so voluntarily, so that the senior captains have a good prospect before them in the coming year.

FAKED QUAILS.

According to a Paris contemporary, although quails are very scarce, yet there is no paucity of birds in the restaurants. Not only quails, but other birds are faked. This is how the deception is carried out. The fakers take some young chicks seven or eight days old and fatten them

ECHOES FROM EVERYWHERE.

MR. ROOSEVELT AS A LECTURE.

An Act of the General Assembly of the church of Scotland relating to the observance of Christmas Day may be recalled with interest. It has never been repealed, but is now almost forgotten. It enjoins "that whatsoever person or persons, after the date of this Act (13th February, 1645) should be found guilty of keeping Yule-day and other superstitious days, be proceeded against by Kirk Session and shall make public reparation therefor in the face of the congregation where the offence is committed; and that Presbyteries and Provincial Synods take particular notice how ministers try and censure delinquents of this kind within the several parishes; and scholars or students being found guilty be severely disciplined and chastised therof by their master." The Rev. Jacob Primrose, of Dundee, who objects to school holidays falling so deeply interesting to Americans as to Franchon, viz., the life and work of General Lafayette, a man of whom the French people are pardonedly proud, and to whom the people of the Great Republic are under the greatest obligations.

THE ORIGIN OF DOMINOES.

The origin of dominoes has been attributed variously to the Greeks, the Chinese, and Jews, but a Paris contemporary has discovered that the evergreen game owes its invention to the Benedictines of Mount Cassin. Two of the order were sent into lengthy retreat and they hit upon a method of whiling away the spare time without infringing the rules of silence by playing with square stones upon which various dots were marked. While perfecting themselves they perfected, or rather evolved, the game, and were accustomed to frequently repeat when playing the evening psalms from Vespers, especially the first, that is Psalm CIX., which begins "Dixit Dominus Dominus meo."

A STRANGE FARM.

The Chinaman is insidious, says the *Melbourne Punch*. In this respect he is like mercury. He is capable of penetrating the tissues of any ordinary law devised to bug him from Australia's after lands, and if we have many more object lessons similar to that provided when the Customs officers found twenty Celestials from Cathay stowed away among the cargo of one of the Eastern steamers, we may expect to find the democracy of the Commonwealth beginning to consider the advisability of shipping off its Chinese population and establishing absolute prohibition. With a large Chinese settlement in every considerable city in which a newcomer is immediately lost, we cannot deal effectively with the Chinaman who are smuggled into the country. China has millions and millions of men to spare, and Australia is still an El Dorado to the Mongol. He turns his greedy, sly eyes in our direction because the rewards we offer in return for reasonable industry represent wealth as compared with the returns a toiler and moil secures in the Flower Land. So it comes about that while we regard the Chinaman as a sort of heaven on earth, where wealth is to be won by the simplest effort. It is agreed that we cannot have the Asiatics amongst us; that anything like unrestricted immigration would mean ruin to the hopes of the white race in this part of the world, and in spite of all the arguments that can be brought against severe restriction, that restriction is the policy of absolute wisdom, for it embodies the first law of nature—self-defence.

TWO CLASSES OPPOSED.

A grave quarrel has arisen between two learned German naturalists, Prof. Haeckel and Prof. Brass. There have been dissensions between them for some time. Prof. Brass has now formulated his charges against Prof. Haeckel, whom he accuses of falsifying diagrams for the purpose of supporting certain theories in his work "The Problem of Man." Prof. Brass' attack is contained in a work entitled "The Problem of the Ages." The quarrel has become so embittered that the learned world in Berlin is agitated, and a contemporary asks, "Tantemo animis incertis?"

MARK TWAIN AS A CO.

"Mark Twain" (Mr. S. L. Clemens) has incorporated himself at Albany under the name of "The Mark Twain" company, president "Mark Twain" capital £200. The company takes over all the rights to the name "Mark Twain." The object of Mr. Clemens is to ensure the safety of his family.

GRADUATING IN KUITS.

At the graduation ceremony at Glasgow University a student was capped in full Highland costume probably for the first time in the history of the University. The "Glasgow Herald," which made this statement, ought to know but the University obtained its bursary 37 years after St. Andrews, and the kit was only forbidden after 1745, the Act being repealed later. Be this as it may, our contemporary's unlaureated laureate thus sings the unusual event of last Friday:

A man must be handsomely built
To look really well in a kilt.

And some name like Macomoran goes seat
With a sporan—

Yet there's nothing much wrong with the lilt,
Or Murdo Mackenzie Macle.

Who showed Gilmorehill yesterday
Thit the kilt's most sublime at the moment
Of time.

When a new M. B. C. M.'s int'l.

LONDON'S STANDSTILL.

Evidence is constantly accruing, says a London paper, that the great Metropolis is in the "giant wen," as some prefer to call it, is ceasing to grow at anything like the same rate as formerly. For some time past the building trade has been dying out, but this though evidence of the great fact is too indefinite to be satisfactory to the statistical mind. Now, however, comes the definite pronouncement of the Water Board that the building going on, judged by the amount of water supplied, for that purpose, has been throughout this year, and not in this month only, only two-thirds of the average, while the number of empty houses is half as much again as it used to be. This is partly owing to the fact that "Londoners" live further afield, outside the Water Board area, partly to the constantly declining birth-rate, which every year beats the record, and in no small measure to the heavy rates levied in order, amongst other things, to provide public works. Owing to these rates, ship-builders are moving from Poplar to the Clyde, where they pay less than half on this account. The migration of firms is also caused in part by the strange lethargy and indifference to its own interests that seems to float in the air of London. On the banks of the Clyde railway facilities are volunteered, on the bank of the Thames they are refused. The canny Scots too, make no charge to ship-builders for piles and building blocks. Similar differences of treatment might be repeated ad nauseam. London has grown too unwieldy to have concern for the well-being of all its corners.

THE PRICE OF RACE HORSES.

Racehorses have often changed hands at absurd prices; but, so far as we know the copper coin said to have been given a few days ago by Mr. C. A. Hartley for the four-year-old daughter of an Oak winner constitutes a record in equine cheapness. The celebrated Highland Laddie, though he was brought from the shafts of a gig, cost £21 14s. (roughly 6d. a pound) and Captain Maclellan paid £19 for Derby, dam of the great Isinglass. Peep o' Day, who cost forty-five guineas, was later, bought by the Duke of Hamilton for fifteen times that sum; a half-share in Florence once realised £26; Salamander was gladly parted with for £35; a five-pound note bought Bevis from William Day and fifty guineas was the price paid for Rover, whose son, St. Gatian, after his memorable dash with Harvester for the Derby, was purchased for £15,000.

28 HOURS IN A SNOWDRIFT.

A London telegram to the *Daily Press*, a month ago, reported that the Scottish express had been embedded in the snow for twenty-eight hours. The latest mail brings particulars. The train was embedded at Drumtilly near Laurencekirk twenty miles from Aberdeen. Seventy men were engaged in the work of rescue

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

(BY ORDER OF THE MORTGAGEE.)

PARTICULARS OF SALE OF VALUABLE LEASEHOLD PROPERTY

To be Sold

by PUBLIC AUCTION,

On MONDAY,

the 8th day of JANUARY, 1909, by MR. GEO. F. LAMBERT, Auctioneer.

BEING all that Piece or Parcel of ground situate at Victoria Hongkong known and registered in the Land Office the REMAINING PORTION OF SECTION "O" OF MARINE LOT No. 71 together with the Messuages or tenements thereon known as Nos. 2, 4, 6 and 8 Sutherland Street Victoria aforesaid. The said premises are held for the residue of the term of 999 years subject to the payment of the Rent and to the performance of the covenants in the Crown Lease of the whole of Marine Lot No. 71, reserved and contained.

For further particulars and Conditions of sale apply to

MESSES D'ALMADA & SMITH, Solicitors for the Vendor or to

MR. GEO. P. LAMBERT, Auctioneer.

Hongkong, 26th January, 1909. [232]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES,

S.S. "GHAZIER" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Feb., will be subject to rent.

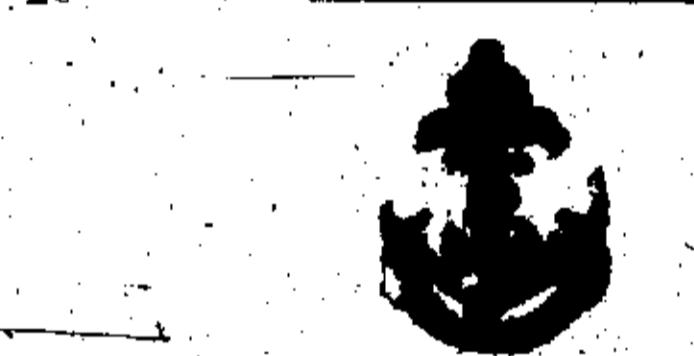
All Claims against the Steamer must be presented to the Undersigned on or before the 25th Feb., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Feb., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by BODWELL & CO., LTD., Agents.

Hongkong, 25th January, 1909. [233]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Callao at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID, (Taking cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "SILESIA," Capt. Radonicich, will be despatched above on THURSDAY, the 25th February, 1909.

This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Princes Buildings.

Hongkong, 26th January, 1909. [3]

SUTTON'S SEEDS. Special Selections for South China.

CHINA EXPRESS CO. 3. Duddell Street, Hongkong. Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

SINGON & CO. IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Stores and Shipchandlers. Nos. 35 & 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. [66]

A BOON TO HONG-KONG LADIES!

CHEFOO HAND MADE LACES.

A NEW AND VARIED ASSORTMENT IN ALL FANCY DESIGNS OFFERED AT 20 PER CENT. DISCOUNT OFF MARKED PRICES. Call and inspect our display.

HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Hongkong, 16th January, 1909. [41]

PHILATELIC NOVELTY suitable for NEW YEAR PRESENTS. Bags of used Postage Stamps.

Containing: All Asiatic Stamps. All Chinese Stamps. 4,000 for \$800. 4,000 for \$4,500. 3,000 " 7,000 " 3,500 " 2,000 " 2,000 " 2,500 " 700 " 200 " 1,000 " 1,500 " 300 " 1,000 " 500 " 1,000 " Also Stamps in Packets and Sets at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGER, &c., &c., &c. Inspection invited.

GRACA & CO. No. 27, Des Voeux Road.

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Offices, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11:15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1908.

The REGISTER OF SHARES of the Company will be CLOSED from THURSDAY, the 21st January to THURSDAY, the 27th (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

MOWBRY S. NORTHCOTE, Secretary.

Hongkong, 14th January, 1909. [188]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11:30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1908.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 19th January to THURSDAY, the 28th Jan. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

A. SHELDON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

General Agents for the WEST POINT BUILDING COMPANY, LTD.

Hongkong, 12th January, 1909. [178]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1908.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 19th January to THURSDAY, the 28th Jan. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

A. SHELDON HOOPER, Secretary.

Hongkong, 12th January, 1909. [179]

CAMPBELL, MOORE & CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY MEETING of Shareholders in this Company will be held at the GENERAL MANAGERS' OFFICE, Second floor, 8a, Des Voeux Road, on FRIDAY, the 29th January, 1909, at 2:30 o'clock P.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from 22nd January to 29th January (both days inclusive) during which period no transfer of shares can be registered.

For the Board of Directors,

A. F. ARCELLI.

Hongkong, 14th January, 1909. [199]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

SHARE CERTIFICATE No. 4/448 representing 8 Shares of THE YANGTSE INSURANCE ASSOCIATION, LIMITED, registered in the name of HOW CHONG (何成) has been declared to be LOST.

This is to Give Notice that if the above-mentioned Certificate be not presented at this Office within One Month from Date, a New Certificate will be issued in place thereof.

By Order of the Board of Directors,

W. S. JACKSON, Secretary.

No. 26, The Bund, Shanghai, 13th January, 1909. [206]

TO LET

TO LET.

LARGE, BRIGHT, LIGHT, COMFORTABLE DOUBLE ROOM, suit two Bachelor Friends. 875 each. Seven minutes from Clock Tower, Harbour View. First Level. Very Good Table. Apply-A. N. Care of "Daily Press" Office.

Hongkong, 23rd January, 1909. [226]

TO LET.

TWO HOUSES in MOUNTAIN VIEW for one or two years each.

Apply to DENNYS & BOWLEY.

Hongkong, 21st January, 1909. [219]

TO LET—FURNISHED.

THE "GROVE," MACDONNELL ROAD, from the 15th of March, 1909, for 12 months.

Unfurnished—Nos. 8 and 10, WYNDEHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to MESSRS. PERCY SMITH & SETH.

No. 5, Queen's Road Central, Hongkong, 20th January, 1909. [213]

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 11th November, 1908. [104]

TO LET.

FURNISHED. The BLUFF No. 107, the Peak, 5-Roomed Bungalow with Tennis Court. March to July. Rent \$150.

Apply to L. GIBBS.

6, Beaconsfield Arcade, Hongkong, 9th January, 1909. [160]

TO LET.

GOOD OFFICES at No. 2, PEDDER ST. LT.

Apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 15th January, 1909. [194]

TO LET.

GODOWN, No. 5a, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st January, 1909. [98]

NOW ON SALE.

MAIL TABLES FOR 1909.

Shows the date of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 20

On Sale at the Hongkong Daily Press Office.

Hongkong, 20th January, 1909. [98]

INTIMATIONS

NOTICE.

MR. JULIUS ZUNDEL, having retired from our Employment, CEASES to sign our Firm for Preparation from This Date. ARNHOLD, KARBERG & Co. Hongkong, 23rd January, 1909. [231]

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING of the HONGKONG BENEVOLENT SOCIETY will be held at the CITY HALL, TO-MORROW (WEDNESDAY), the 27th Inst. at 12 o'clock. Consul General WILDER has kindly consented to take the Chair.

Hongkong, 20th January, 1909. [211]

THE REGISTER OF SHARES of the Company will be CLOSED from THURSDAY the 21st January to THURSDAY the 27th (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

MOWBRY S. NORTHCOTE, Secretary.

Hongkong, 14th January, 1909. [188]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Offices, Victoria Buildings, on THURSDAY, the 28th January, 1909, at 11:15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1908.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 19th January to THURSDAY, the 28th Jan. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

MOWBRY S. NORTHCOTE, Secretary.

Hongkong, 14th January, 1909. [188]

THE WEST POINT BUILDING CO., LIMITED.

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INTIMATIONS
HARMSTON'S GRAND CIRCUS
AGAIN TO-NIGHT!
OUR NEW PROGRAMME
 Acknowledged to be better than the first.
15 BRILLIANT ACTS 15
 BY
OUR ALL STAR COMPANY OF LONDON
 AND
CONTINENTAL ARTISTES,
30 IN NUMBER 30

N.B.—A Special Service of Cars will run between Post Office and the Circus before and after the Performance.

THE GREAT SENSATIONAL ACT.

LOOP LOOPING } THE { LOOP

ALSO

THE GREAT ANIMAL ACT BY JOHN AND PAUL RAGOU

AND

THE MARVELLOUS FRANTZ TROUPE OF ACROBATS, 6 IN NUMBER.

MATINEE) WEDNESDAY & SATURDAY, MATINEE) JAN. 27TH & 30TH.

Dours Open at 2.30 P.M.

Performances at 3.30 P.M. sharp.

Children Half-Price to Matinees only.

To all parts of Circus.

Booking at ROBINSON PIANO CO., LTD.

For Full Particulars See Handbills.

COL. R. LOVE,

Manager.

Hongkong, 25th January, 1909. [164]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

From MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 26th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No claim will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW

Hongkong, 19th January, 1909. [215]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optimal Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by 28th Jan., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 21st January, 1909. [223]

MARTIN'S APIOL & STEEL PILLS

French Remedy for all Irritation. These small Ladies keep a box of Martin's Pill in the room, on the sofa, in the car, and in every pocket. It is a great Remedy for all Irritation of the System. A lady who may be suffering from Irritation of the Bowels, or any other part of the System, may take one of these small Pills. At All Chemists and Stores, or send direct to MARTIN, CHEMIST, SOUTHAMPTON, HAMPSHIRE.

SANTAL MIDY

These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

FOR DISEASES OF THE CHEESE.

GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It cures the consumption for Consumption, Chronic Coughs, Colic, Diseases of the Chest, Lungs, and Bronchial Tubs.

FINANCE IN 1908.

REMARKABLE AMERICAN RECOVERY.

FALLING TRADE RETURNS.

We take the following finance review of the year 1908 from the London *Daily Telegraph*:

For the third year in succession we have to record continued depression in the values of our home securities, and the cause is no longer in doubt. In 1905 and 1907 dear money was an excuse, but with a 2½ per cent Bank rate since the end of May such an explanation will no longer do. Until the outbreak of the Balkan crisis in October foreign politics had no adverse influence on the stock markets, and so far as this country was concerned, our greatly improved relations with France and Russia were all in favour of an improvement in the national credit. An explanation on which members of the Government used rather to pride themselves was that the activity of trade was taking money from securities for employment in home industries, as exemplified, in their opinion, by the export and import figures of the Board of Trade Returns. But while almost from the commencement of this year the foreign trade returns have shown a decided falling off, the money that cannot presumably be so profitably used in commerce has not come back to Consols or Home Railways.

The results of our foreign trade for the eleven months of 1908 compared with the same period in the five preceding years are given in the following table:

Compared	Imports.	Exports.
with	Inc. (+) or dec. (-).	Inc. (+) or dec. (-).
1907	-£55,534,401	£45,644,857
1908	+ 17,004,320	+ 3,584,265
1905	+ 24,197,473	+ 46,448,730
1904	+ 37,847,422	+ 75,072,240
1903	+ 45,767,996	+ 81,540,223

It will be noticed that the import for eleven months of this year are £53 millions below those of 1907 and 17 millions below 1906, while the exports, compared with 1907, are down £45,644,857, and would be six millions below those of 1906 were it not for coal, which the foreigner has continued to take on the same scale as in 1907, while marvelling at the kindness of the Government in abolishing the export duty for his benefit. If, therefore, exports and imports are any gauge of domestic trade, it is clear that in the past year there has been a decided set-back. Hence, with neither dear money nor trade activity to fall back on, the reason of the depression in our home securities must be attributed to the grave distrust which the Socialistic tendencies of the Government have created, and to the unsatisfactory state of the national finances. With a falling revenue, of which signs were not wanting even when the Budget was introduced, the country has been involved in liabilities of unknown magnitude, without any apparent means of meeting them, while simultaneously a substantial source of revenue was discarded. Again, the violent speeches of Mr. Lloyd-George outside Parliament, the levity with which he treats grave problems, his talk of robbing neighbours and similar deplorable language, are as opposed to the serious and well-weighted statements which business men are accustomed to look for from the Chancellor of the Exchequer that it is little wonder people with anything to invest are beginning to think that their money may be safer beyond the confines of the United Kingdom.

DOUBTS AT HOME.

While Consuls are almost unchallenged there has been a modest recovery in the War Loan, which must be redeemed at par in April, 1910, and in Colonial Inscribed stocks. Indian Government securities, however, are lower, owing to the unrest in Bengal. Home sales with few exceptions show a further decline, which means the more as it follows a heavy shrinkage in 1907. Brighton Deferred is one of the three stocks which have risen, but the advance of 6½ is not much, after the fall of 4½ points a year ago. The absence of improvement in this department is surprising, in view of the arrangements for reducing working expenses come to between the London and North-Western and the Midland, the comprehensive agreement between the Great Northern, Great Central, and Great Eastern companies now embodied in a bill before Parliament, and the projected fusion of the Cardiff Railway and Docks and Rhymney with the Taff Vale, as well as the improved relations between the leading Scottish lines. It should however be remembered that a protracted dispute among the engineers on the North-East Coast commenced in February, and was not finally settled until seven months had elapsed, and that a cotton strike in Lancashire followed, which lasted into November. An event which deserves to be chronicled was the plan of Sir Christopher Furness, at a conference of Trade Union representatives at West Hartlepool in October, and his offer, since provisionally accepted, to the employ in the shipbuilding yards to become limited partners. This, which gives reason to hope that the bona-fide working man is beginning to realize some of the flaws in the latter-day development of Trade Unionism, coupled with the action at length being taken for the avoidance of wasteful competition by the directors of the leading companies, may, perhaps, bring about better times for railway shareholders in the next year or two.

RISE IN FOREIGN INVESTMENTS.

Foreign Government bonds have usually appreciated to a moderate extent, with the exception of Portugal, the assassination of the King and Crown Prince of Portugal in February, and the heavy fall in the sterling value of the mafus sufficiently explaining the decline. On the other hand, the reopening of the Near Eastern question through the annexation of Bosnia and Herzegovina by Austria, and by the proclamation of Bulgarian independence by Prince Ferdinand, who further raised himself to the status of a King, have so far had little effect on the quotations of international stocks. A peaceful revolution in Turkey in July, and the granting of a Constitution by the Sultan, produced a good effect, which the Balkan crisis has only partially counterbalanced.

For the most remarkable movements of the year have taken place in American securities, with the result that the enormous shrinkage caused by the financial crisis in 1907 has been largely wiped out, while in the case of Union Pacific, Southern Pacific, and Missouri, prices are now higher than they were at the end of 1905. The extraordinary recuperative power of the United States has once more been illustrated, and the prompt cessation of purchases of foreign commodities resulted in a favourable trade balance of \$66,000,000 for the year ended June 30 last. In August a reversal of the judgment finding the Standard Oil Company £6,000,000 for a technical breach of the law, went some way towards restoring confidence, and later on the election of Mr. Taft as successor to President Roosevelt was another beneficial influence. Rumours of "deals" of various kinds have been current, and the Hill system has been strengthened by the acquisition of the Colorado Southern. But the feature is undoubtedly the increased predominance of Mr. Harriman, who must now be reckoned as the most powerful among the magnates of the railway world.

A REMINISCENCE OF ROBINSON CRUSOE'S ISLAND.

In the course of an article in praise of the exploring spirit which contributes to the first

number of *Travel and Exploration*, a new illustrated monthly magazine, Sir Clements Markham related an episode in his early career as a naval officer which is not generally known. It occurred while he was a midshipman serving on the Pacific Station. In the course of a lengthy cruise the ship to which he belonged arrived at Juan Fernandez. "All," says Sir Clements Markham, "were full of their reminiscences of Robinson Crusoe, and of their more recent acquaintance with Alexander Selkirk in the pages of *Burney*. The island is mountainous and thickly wooded. There was a tree-covered ridge with precipitous sides descending to a profound gorge on one side, with apparently an easier approach from the other. It was said that neither Selkirk nor anyone else had ever crossed that ridge. Two boys determined to make the attempt. It would be discovered. We will call them G— and M—. They set out, and after some hours of difficult ascent through dense underwood and leaves of immense size, they reached the summit of the ridge. G— was pressing on through those immense leaves, which quite blinded the view, when his companion suddenly heard a crash and a cry. It was the edge of a precipice at least a thousand feet high. There was a feeble cry from below. G— had providentially been stopped by a narrow ledge after a fall of nearly fifty feet. It was just wide enough for his body. Below there were hundreds of feet of sheer precipice. His ankle was sprained. His companion was to hurry back to the ship for help. M— almost flew, losing his way in the dense vegetation twice, and coming on board torn, scratched, and excited. Two parties were induced, one to work from above and lower the rope to the lost one, the other to go to the foot of the precipice and attend to the rope from below. But nothing could be done without an answering cry from G— to fix the spot. Night came on rapidly. M— went with the party up the gorge, but there was no answering cry from his lost friend, only the mournful cries of some screech owls. He passed the night on the tent-roof of anxiety, and suffering from thirst, for though the party had plenty of water, there was no water. In the morning there was no reply to their despairing cries. G— had managed to creep along the ledge with great difficulty, and in peril of his life at each step, until he finally succeeded in getting out on a slope near the sea. The first person he met was the good old Admiral himself, who helped him to limp down to the beach. He was saved to become one of the greatest ornaments of the navy, and to die a hero's death in the fulness of time."

GOLD AND SILVER.

The total amount of gold received during the year was slightly above £45,000,000—or £12,000,000 less than in 1907, due to smaller receipts from Germany, France, and Australia—and the value which came to hand from South Africa was nearly £31,000,000. The exports of gold reached £49,000,000, of which £23,000 went to France, while no shipments of silver were made to the United States, which took over £16,000,000 from us in 1907. On balance it will be seen we have lost about £4,000,000 in 1908.

The past year has witnessed a marked change in the silver market. At the commencement of January the price of bars was 24½d per ounce, and on the 7th of that month an upward spurt to 27d—the highest point of the year—was brought about by repurchases on behalf of bears, who were induced to cover by the knowledge that a certain amount of buying was going on for account of the United States Government, and that moderate purchases were also being made for Mexico. The firmness, however, was only temporary, for three days later drop to 25d occurred. After various fluctuations between that figure and 25d the price fell early in May to 24d, rallied to 25d again, and subsequently dropped almost continuously until 22d was touched, on December 2, which was not only the lowest point of the year, but the lowest since February, 1903, and was within 3d of the lowest on record. The depression has been largely due to the famine in India and the severe fall in the Chinese exchanges. The price of the metal now is 23d.

With the opening of the year the official rate of discount was 7 per cent., but almost immediately—on January 2—the Bank of England directors lowered their rate to 6 per cent. On the 16th a further reduction was made to 5 per cent., and on the 23rd to 4 per cent. There was then a pause until March 5, when a further downward movement to 3½ per cent. took place, which was followed on the 19th of that month by a reduction to 3 per cent. The next change was on May 28, namely, to 2½ per cent., a rate which had been fully anticipated, owing to the improved financial situation and the easing of money rates abroad. There were six alterations during the year in the official rate of money in Germany, the first being from 7d to 6d on Jan. 13, the rate having been at the former figure since Nov. 8 previous. This was followed on Jan. 25 by a reduction to 6 per cent., but it was not until June 18 that the rate got down to 4 per cent., the present figure. Only two changes occurred in the Bank of France rate, viz., from 4 to 3½ on Jan. 9, and to 3 per cent. on Jan. 23, at which it stands.

The most remarkable feature during the period under review has been the persistent drain of gold to Paris, which, thanks to the liberal supplies of the metal from South Africa, has been provided for without disturbance to our market. Various suggestions have been put forward to account for the movement, which at one time was thought to be due to preparations for the long-talked-of big Russian loan, but there is little doubt that it was largely connected with the special cross-exchange transactions entered into in the latter part of 1907, as a result of the American financial crisis. The effects of that crisis upon the money markets of the world, and the extent of the measures of relief adopted, were doubtless much underestimated, and the indebtedness to Paris, which had to be liquidated through London, was probably largely in excess of what was supposed. With the check to trade in this country as well as abroad, our monetary requirements have been sensibly reduced, as instanced by the low value of discount and loans, and it is perhaps fortunate in the circumstances that France provided an outlet for the large stock of Cape gold which came to hand month by month. A considerable discussion has of late been excited by the enormous accumulation of gold in the Bank of France, but really this should not be so much a matter for surprise when the large extent of the French institution's note circulation is taken into account. As a correspondent aptly pointed out in a recent issue of the "Economist," the proportion of gold held to the note circulation is about 57 per cent., while that of the Bank of England is 64 per cent. The writer drew attention to the fact that in the days of the Latin Union the French bank was content to keep 48 per cent. in gold, and, say, about 20 per cent. in silver.

CHINESE CUT TOMS DUTIES.

REQUEST FOR AN INCREASE.

The Times correspondent at Peking on December 29th telegraphed:—"The Wai-wu-pu

has sent a circular despatch to all the foreign

representatives requesting the opening of a

discussion of the question of the abolition of

tariffs in return for an increase of the Customs

duties as provided by Article 8 of the British

Treaty signed on September 5, 1902, and Article

4 of the United States Treaty of October 8, 1903. China states that her finances are now

being reorganized and suggests that each Power

SHIPPING.

ARRIVALS.	
ASCANIA, German str., 2,082 Gertz.	25th Jan.
Chinlang	22nd January. General—Hamburg-Amerika Line.
CHANSHA, British str., 2,300 E. Finlayson.	23rd Jan.—Sydney 31st Dec. General—Butterfield & Swire.
KIANGPING, Chinese str., 1,222 H. Uddon.	25th January—Chinkiang, 20th January. General—Chinese.
KUEICHOW, British str., 1,787 G. Hooker.	24th Jan.—Probolong 17th January. Sugar—Butterfield & Swire.
PATROUS, British str., Baily.	25th January—England 19th Dec. General—Butterfield & Swire.
PROSPER, Norwegian str., 923 K. Larsen.	25th Jan.—Chinkiang 22nd Jan. Ground—Hamburg-Amerika Line.
TAIHAN, British str., 1,226 J. S. Laing.	24th January—Saigon 19th January. Rice—Bresley & Co.
TEAN, British steamer, 1,346 Outerbridge.	25th January—Calm 21st January. Hemp—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	
ASCANIA, German str., for Canton.	25th January.
BENEDICT, British str., for London.	
DARIN MORN, Japanese str., for Swallow.	
HINSONG, British str., for Canton.	
KIANGPING, Chinese str., for Canton.	
PATROUS, British str., for Shanghai.	
PELEUS, British str., for London.	
PROSPER, Norwegian str., for Canton.	
YETORU, Maru, Japanese str., for Singapore.	

DEPARTURES.

24th January.	
ANPING, Chinese str., for Canton.	
STETTIN, British str., for Foochow.	
PERLAK, Dutch str., for Balik Papan.	
25th January.	
CHENAN, British str., for Canton.	

SHIPPING REPORTS.

The British str. *Chenghai* reports: Light to moderate wind to Thursday Island, thence to Port Darwin strong N.W. gale, and high sea. Port Darwin to Manila, light variable breeze, and smooth sea; thence to arrive strong N.E. monsoon and high sea, with overcast weather.

VESSELS IN DOCK.

January 25th.

ABERDEEN DOCK.—Michael Jebion, H.M.S. KOWLOON DOCK.—Michael Jebion, H.M.S. Whiting, Hongkong.

COSMOPOLITAN DOCK.—Helen.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship**"EASTERN."**

Captain McArthur, will be despatched as above on WEDNESDAY, 3rd Feb., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to:

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th January, 1909. [181]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"HEADLEY."

will be despatched for the above Ports on FRIDAY, the 12th February, 1909.

For Freight, apply to:

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 15th January, 1909. [198]

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE."

will be despatched for the above Ports about end of January, 1909.

For further particulars, apply to:

SHEWAN, TOMES & CO., Agents.

Hongkong, 25th December, 1908. [117]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this port Bombay, &c., on SATURDAY, the 6th February, at NOON, taking passengers and cargo for the above ports in connection with the Company's a.s. "MOSEA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALEDONIA" due in London on the 19th March, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to:

E. A. HEWETT, Superintendent.

Hongkong, 25th January, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	B.R.H.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED:
LONDON, ANTWERP & HAMBURG	CARNARVONSHIRE...	Brit. str.	—	W. Hayward, R.N.R.	SHEWAN, TOMES & CO.	End of January.
LONDON &c., VIA USUAL PORTS OF CALL.	DEVANHA...	Brit. str.	k. w.	P. O. S. N. CO.	HAMBURG-AMERICA LINIE	6th Feb., at Noon.
BREMEN & HAMBURG VIA STRAITS, &c.	ANDALUSTA...	Ger. str.	k. w.	P. O. S. N. CO.	HAMBURG-AMERICA LINIE	On 27th Febr.
HARVE & HAMBURG VIA STRAITS, &c.	BALCONIA...	Ger. str.	k. w.	P. O. S. N. CO.	HAMBURG-AMERICA LINIE	30th inst.
HARVE & HAMBURG VIA STRAITS, &c.	CA. FRED. LAMBE...	Ger. str.	k. w.	P. O. S. N. CO.	HAMBURG-AMERICA LINIE	On 23rd Febr.
ROTTERDAM, BREMEN & HAMBURG, &c.	SUNDA...	Brit. str.	k. w.	P. O. S. N. CO.	HAMBURG-AMERICA LINIE	30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO...	Fr. str.	—	REBUTSAT	MELCHERS & CO.	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	H. Petersen	MESSAGERIES MARITIMES	Middle of February.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	R. Honma	NIPPON YUSEN KAISHA	On 2nd Febr., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	C. D. Bennett	NIPPON YUSEN KAISHA	On 3rd Febr., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 17th Febr., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	E. Malchow	MELCHERS & CO.	On 20th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	G. Rott	MELCHERS & CO.	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	Badenloch	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	HAMBURG-AMERICA LINIE	On 16th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	ARNHOLD, KARBERG & CO.	On 25th Febr.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 31st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 2nd March, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 2nd Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 11th Febr.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 16th Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 31st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 29th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 3rd Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 19th Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 19th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 6th Febr., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 17th Febr., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 1st Febr., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.	—	—	DODWELL & CO., LTD.	On 1st Febr.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY...	Jap. str.</				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS TO SAIL REMARKS

MARSEILLES, LONDON and ANTWERP VIA SINGAPORE	SUNDA	D'Light, 27th Jan.	Freight and Passage.
PORE, PENANG, COLOMBO, and PORT SAID	Capt. G. M. Montford, R.N.R.	Jan.	Passage.
SHANGHAI, MOJI, KOBE, NORE, and YOKOHAMA	Capt. G. Philippo	About 30th Jan.	Freight and Passage.
SHANGHAI	Capt. S. Burcham	About 4th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVAHNA	Noon, 6th Febr.	See Special Advertisement.
LONDON VIA USUAL PORTS	Capt. W. Hayward, R.N.R.	Febr.	Advertisement.

For further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 26th January, 1909.

**CHINA NAVIGATION CO., DL.
SAILINGS SUBJECT TO ALTERATION.**

OR STEAMERS TO SAIL

MANILA	"TEAN"	On 26th Jan. 3 P.M.
SHANGHAI	"CHENAN"	On 29th Jan. 4 P.M.
HAIPHONG	"CHIHLI"	On 30th Jan. 10 A.M.
MANILA	ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	* "CHANGSHA" On 31st Jan., 4 P.M.
MANILA	"TAMING"	On 2nd Febr., 3 P.M.
REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger Steamers:		
"TEAN"	"CHANGSHA"	leaving Hongkong 26th January.
"TAMING"	"CHANGSHA"	31st February.
MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo or through Bills of Lading to all Yangtze and Northern China Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA		
TELEPHONE 86, AND AUSTRALIAN PORTS.		
For Freight or Passage apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 26th January, 1909.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Thursday, 28th Jan., Noon.
SHANGHAI	"FOOSHUNG"	Friday, 29th Jan., 3 P.M.
MANILA	"YUENJANG"	Friday, 29th Jan., 4 P.M.
BETHEL, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Thursday, 4th Febr., Noon.
MANILA	"LOONGSANG"	Friday, 5th Febr., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 9th Febr., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila on the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nanchang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 26th January, 1909.

GENERAL MANAGERS.

[16]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW	"DAIJIN MARU"	TUESDAY, 26th Jan., at 10 A.M.
& AMOY	Capt. X. KABURAKI	
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 31st Jan., at 9 A.M.
& AMOY	Capt. Y. KABURAKI	
ANPING VIA SWATOW	"SHOSHU MARU"	WEDDAY, 3rd Febr., at 8 A.M.
& AMOY	Capt. J. IUCHI	
SHANGHAI VIA SWATOW	"BUJUN MARU"	THURSDAY, 4th Febr., at 8 A.M.
& AMOY & FOOCHOW	Capt. Y. FUSENO	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 26th January, 1909.

T. ARIMA, Manager.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 26th Jan., at Noon.
"HAIMUN"	SWATOW	THURSDAY, 28th Jan., at Noon.
"HAIYANG"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 29th Jan., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 26th January, 1909.

[10]

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU - - (Capt. F. L. SOMMER) - On Tues. 26th Jan.

MISHIMA MARU - - (Capt. A. E. MOSES) - On Wed. 10th Feb.

MIYASAKI MARU - - () - About Wed. 24th Mar.

ATSUTA MARU - - () - About Wed. 21st April.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 7th January, 1909.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COY.**

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20TH, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES

APRIL 17TH.

LONDON

APRIL 24TH.

FARES TO LONDON.—

1ST SALOON £71.10 SINGLE £16.14 RETURN.

2ND " 24.8 " 7.22 "

For further Particulars apply to—

E. A. HEWETT,

SUPERINTENDENT.

[1600]

Hongkong, 1st January, 1909.

[1600]

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINZESS ALICE" - - 10,911 - ON MARCH 10TH.

"KLEIST" - - 9,000 - ON MARCH 24TH.

"PRINZ LUDWIG" - - 9,630 - ON APRIL 7TH.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

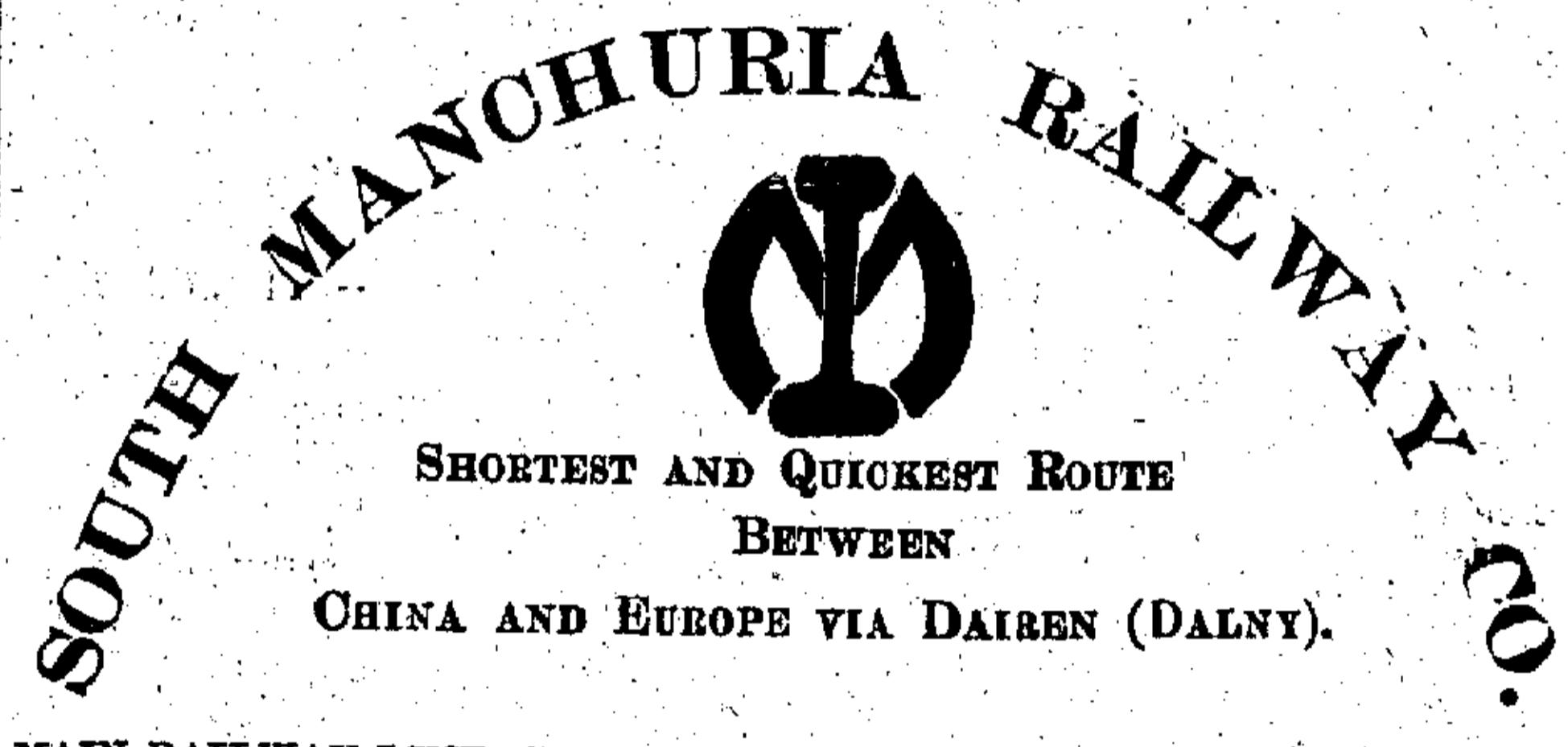
For Particulars, apply to—

MELCHERS & CO.,

GENERAL AGENTS.

Hongkong, 1st January, 1909.

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MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanchengtu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashihchiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suichuan Junction connecting with the Korean Railway.

ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Ship "Kobe Maru" (2,677 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—“YAMATO” HOTEL (Tel. Add. “YAMATO”).

At DAIREN (Dalny), PORT ARTHUR and CHIANGCHUN (KWANCHENG TU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE. Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO

POST-OFFICE NOTICE

Correspondence for EUROPE, via SIBERIA is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

The Postmaster General London states that for the present the necessary arrangements for the transmission of Cash on Delivery Parcels from the United Kingdom to Hongkong are not completed at the end. The notice will be given as soon as a date can be fixed for the commencement of the outward service. This does not affect the Homeward service which commenced here on the 1st instant.

Approximate times of closing mails at Shanghai via Dalny and Siberia.
4th February ... at 6.30 p.m.

FOR

PER

DATE

Swatow, Amoy and Tamsui	Tuesday, 26th, 9.00 A.M.
Patroclus	Tuesday, 26th, 9.00 A.M.
Pelus	Tuesday, 26th, 11.00 A.M.
Haiching	Tuesday, 26th, 11.00 A.M.
Kamo Maru	Tuesday, 26th, 11.00 A.M.
Chouhang	Tuesday, 26th, 11.00 A.M.
Sui Tai	Tuesday, 26th, 1.15 P.M.
Tean	Tuesday, 26th, 2.00 P.M.
Helene	Tuesday, 26th, 5.00 P.M.
Kaiusborg	Tuesday, 26th, 5.00 P.M.
Carl Diederichsen	Tuesday, 26th, 5.00 P.M.
Keenan	Wednesday, 27th, 10.00 A.M.
Europe, &c., India via Tucorin. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
P. E. Friedrich	
Sui Tai	Wednesday, 27th, 11.00 A.M.
Fooshing	Wednesday, 27th, 1.15 P.M.
Houmin	Wednesday, 27th, 2.00 P.M.
Arratoon appear	Thursday, 28th, 11.00 A.M.
Sui Tai	Thursday, 28th, 1.15 P.M.
Chenan	Thursday, 28th, 3.00 P.M.
Hayyang	Friday, 29th, 11.00 A.M.
Sui Tai	Friday, 29th, 1.15 P.M.
Yuensang	Friday, 29th, 3.00 P.M.
Prinz Sigismund	
Chihi	Saturday, 30th, 9.00 A.M.
Zafiro	Saturday, 30th, 10.00 A.M.
Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Korea	
Sui Tai	Saturday, 30th, 9.00 A.M.
Changsha	Saturday, 30th, 5.00 P.M.
—FEBRUARY—	
Tuesday, 2nd, 10.00 A.M.	
Tuesday, 2nd, Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Sydney	
Taming	Tuesday, 2nd, 2.00 P.M.
Kaizuchi Maru	Tuesday, 2nd, 3.00 P.M.
Europe, &c., India via Tucorin. (Late Letters 11.00 to noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
Mills	
Singapore, Penang and Colombo	

SHIPPING IN PORT

STEAMERS.
ANPING, Chinese steam v. 1,150, Warwick,
22nd January—Shanghai 19th January

General—C. M. S. N. Co.

AKI MARU, Japanese str. 1,995, J. Nagao,
24th Jan.—Seattle 22nd Dec., General—

Nippon Yusen Kaisha.

ANHUI, British str. 1,350, J. Maestrel; 15th
Jan.—Shanghai 12th January, General—

Butterfield & Swire.

ARABOON APCAR, British str. 2,931, A.
Stewart, 16th January—Moj 14th Jan., General—

David Sassoon & Co.

BENVOORICH, British str. 2,146, A. Webster,
24th Jan.—Shanghai 21st Jan.—Gibb,
Livingston & Co.

BORNEO, German str. 1,344, Semihill, 22nd
Jan.—Sandakan 16th January, Timber—

Melchers & Co.

BUYO MARU, Jap. str. 1,813, M. Yamamoto,
7th Jan.—Moj 31st Dec., General—

Bussan Kaisha.

CHIANG, British str. 1,350, J. Maestrel; 15th
Jan.—Haihung 21st Jan., General—

Hoihow and Pakhoi.

HAIPHONG, British str. 1,350, J. Maestrel; 15th
Jan.—Kobay, Yokohama, Victoria,
Tacoma, Seattle and Vancouver

Keenan.

WEDNESDAY, 27th, Printed Matter and Samples
10.00 A.M.

Registration ... 10.00 A.M.

(Registration, with late fee of 10 cents, up to
10.45 A.M.)

Registration, Ko-koo,

B.O. ... 13.00 A.M.

No late fee.

LETTERS ... 11.00 A.M.

Wednesday, 27th, 1.15 P.M.

Thursday, 28th, 2.00 P.M.

Friday, 29th, 3.00 P.M.

Saturday, 30th, 4.00 P.M.

SATURDAY, 30th, 9.00 A.M.

SATURDAY, 30th, 10.00 A.M.

PRINTED MATTER AND SAMPLES
REGISTRATION ... 10.00 A.M.

(REGISTRATION, WITH LATE FEE OF 10 CENTS, UP TO
10.45 A.M.)

REGISTRATION, KO-KOO,

B.O. ... 10.00 A.M.

NO LATE FEE.

LETTERS ... 11.00 A.M.

SATURDAY, 30th, 1.15 P.M.

SUNDAY, 31st, 2.00 P.M.

MONDAY, 1st, 3.00 P.M.

TUESDAY, 2nd, 4.00 P.M.

WEDNESDAY, 3rd, 5.00 P.M.

THURSDAY, 4th, 6.00 P.M.

FRIDAY, 5th, 7.00 P.M.

SATURDAY, 6th, 8.00 P.M.

SUNDAY, 7th, 9.00 P.M.

MONDAY, 8th, 10.00 P.M.

TUESDAY, 9th, 11.00 P.M.

WEDNESDAY, 10th, 12.00 P.M.

THURSDAY, 11th, 1.00 P.M.

FRIDAY, 12th, 2.00 P.M.

SATURDAY, 13th, 3.00 P.M.

SUNDAY, 14th, 4.00 P.M.

MONDAY, 15th, 5.00 P.M.

TUESDAY, 16th, 6.00 P.M.

WEDNESDAY, 17th, 7.00 P.M.

THURSDAY, 18th, 8.00 P.M.

FRIDAY, 19th, 9.00 P.M.

SATURDAY, 20th, 10.00 P.M.

SUNDAY, 21st, 11.00 P.M.

MONDAY, 22nd, 12.00 P.M.

TUESDAY, 23rd, 1.00 P.M.

WEDNESDAY, 24th, 2.00 P.M.

THURSDAY, 25th, 3.00 P.M.

FRIDAY, 26th, 4.00 P.M.

SATURDAY, 27th, 5.00 P.M.

SUNDAY, 28th, 6.00 P.M.

MONDAY, 29th, 7.00 P.M.

TUESDAY, 30th, 8.00 P.M.

WEDNESDAY, 31st, 9.00 P.M.

THURSDAY, 1st, 10.00 P.M.

FRIDAY, 2nd, 11.00 P.M.

SATURDAY, 3rd, 12.00 P.M.

SUNDAY, 4th, 1.00 P.M.

MONDAY, 5th, 2.00 P.M.

TUESDAY, 6th, 3.00 P.M.

WEDNESDAY, 7th, 4.00 P.M.

THURSDAY, 8th, 5.00 P.M.

FRIDAY, 9th, 6.00 P.M.

SATURDAY, 10th, 7.00 P.M.

SUNDAY, 11th, 8.00 P.M.

MONDAY, 12th, 9.00 P.M.

TUESDAY, 13th, 10.00 P.M.

WEDNESDAY, 14th, 11.00 P.M.

THURSDAY, 15th, 12.00 P.M.

FRIDAY, 16th, 1.00 P.M.

SATURDAY, 17th, 2.00 P.M.

SUNDAY, 18th, 3.00 P.M.

MONDAY, 19th, 4.00 P.M.

TUESDAY, 20th, 5.00 P.M.

WEDNESDAY, 21st, 6.00 P.M.

THURSDAY, 22nd, 7.00 P.M.

FRIDAY, 23rd, 8.00 P.M.

SATURDAY, 24th, 9.00 P.M.

SUNDAY, 25th, 10.00 P.M.

MONDAY, 26th, 11.00 P.M.

TUESDAY, 27th, 12.00 P.M.

WEDNESDAY, 28th, 1.00 P.M.

THURSDAY, 29th, 2.00 P.M.

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SUNDAY, 1st, 5.00 P.M.

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WEDNESDAY, 4th, 8.00 P.M.

THURSDAY, 5th, 9.00 P.M.

FRIDAY, 6th, 10.00 P.M.

SATURDAY, 7th, 11.00 P.M.

SUNDAY, 8th, 12.00 P.M.

MONDAY, 9th, 1.00 P.M.

TUESDAY, 10th, 2.00 P.M.